

# Calendar No. 940

68TH CONGRESS }  
2d Session }

SENATE

{ REPORT  
{ No. 874

## ESTABLISHING LENGTH OF RURAL POSTAL ROUTES

JANUARY 15 (calendar day, JANUARY 17), 1925.—Ordered to be printed

Mr. STERLING, from the Committee on Post Offices and Post Roads, submitted the following

### REPORT

[To accompany H. R. 4448]

The Committee on the Post Office and Post Roads, having had under consideration the bill (H. R. 4448) authorizing establishment of rural routes of from 36 to 75 miles in length, reports the same back to the Senate with amendments and as thus amended recommends that the bill do pass.

The amendments recommended are as follows:

In line 8 strike out the figure 2160 and in lieu thereof insert the figure 2610; and in the same line strike out the figure 2600 and insert the figure 3536.

The report of the Committee on the Post Office and Post Roads of the House explains the bill as follows:

The necessity for this legislation was explained by representatives of the department. They pointed out that under the present law (39 Stat. L. 423) rural mail delivery service is provided by what is known as horse-drawn vehicle service, where the maximum length of route is 36 miles, and motor-vehicle service, where the routes are 50 to 75 miles in length, with no provision for the establishment and operation of rural routes of a mileage between the maximum horse-drawn and the minimum motor-vehicle routes. The enactment of this bill will enable the department to extend mail facilities to rural residents in cases where it is not practical to do so under the present limitations. The bill is also explained in a letter from the Fourth Assistant Postmaster General, which follows:

POST OFFICE DEPARTMENT,  
FOURTH ASSISTANT POSTMASTER GENERAL,  
*Washington, January 11, 1924.*

Hon. W. W. GRIEST,  
*Chairman Committee on the Post Office and Post Roads,  
House of Representatives.*

MY DEAR MR. GRIEST: The Postmaster General has referred to me for particular attention your letter of the 8th instant, inclosing a copy of bill H. R. 4448, "authorizing establishment of rural routes of from 36 to 75 miles in length," which you submitted for our consideration and recommendation.

In reply, I beg to state that the following reference to this proposed legislation is made in the report of the Postmaster General for the fiscal year ended June 30, 1923:

"Existing law provides for the establishment of horse-drawn routes up to 36 miles in length and motor routes from 50 to 75 miles in length, with no provision for the establishment and operation of rural routes of a mileage between the maximum horse-drawn and the minimum motor-vehicle routes. For this reason it is frequently impossible to extend or establish rural delivery in localities where such service is urgently needed. If authorization were granted to provide routes between 36 and 50 miles in length, the department would be enabled in many instances to extend facilities to persons not within convenient distances of existing service where the scope of territory unserved is not sufficiently great or the condition of the roads such as to warrant the establishment of separate routes.

"A further advantage that would result from the removal of the present restrictions would be that the department could make adjustments often found advisable by reason of the closing of roads or the destruction of bridges, whereas at present it is necessary in some cases to withhold or withdraw service from patrons where they can not be reached under emergency conditions by routes of the lengths now prescribed.

Should Congress authorize the amendment recommended, the department would, as stated, be enabled to establish and readjust rural routes under certain circumstances in a much more satisfactory manner, and it would be possible to extend facilities to rural residents in cases where it is not practicable to do so under the present limitations.

In answer to your inquiry as to what additional cost to the service would be involved in the legislation, I have to say that the cost of the service would not be materially affected, although the salaries of the carriers on long routes are less in proportion than on the standard routes of 24 miles or less.

Sincerely yours,

H. H. BILLANY,  
Fourth Assistant Postmaster General.